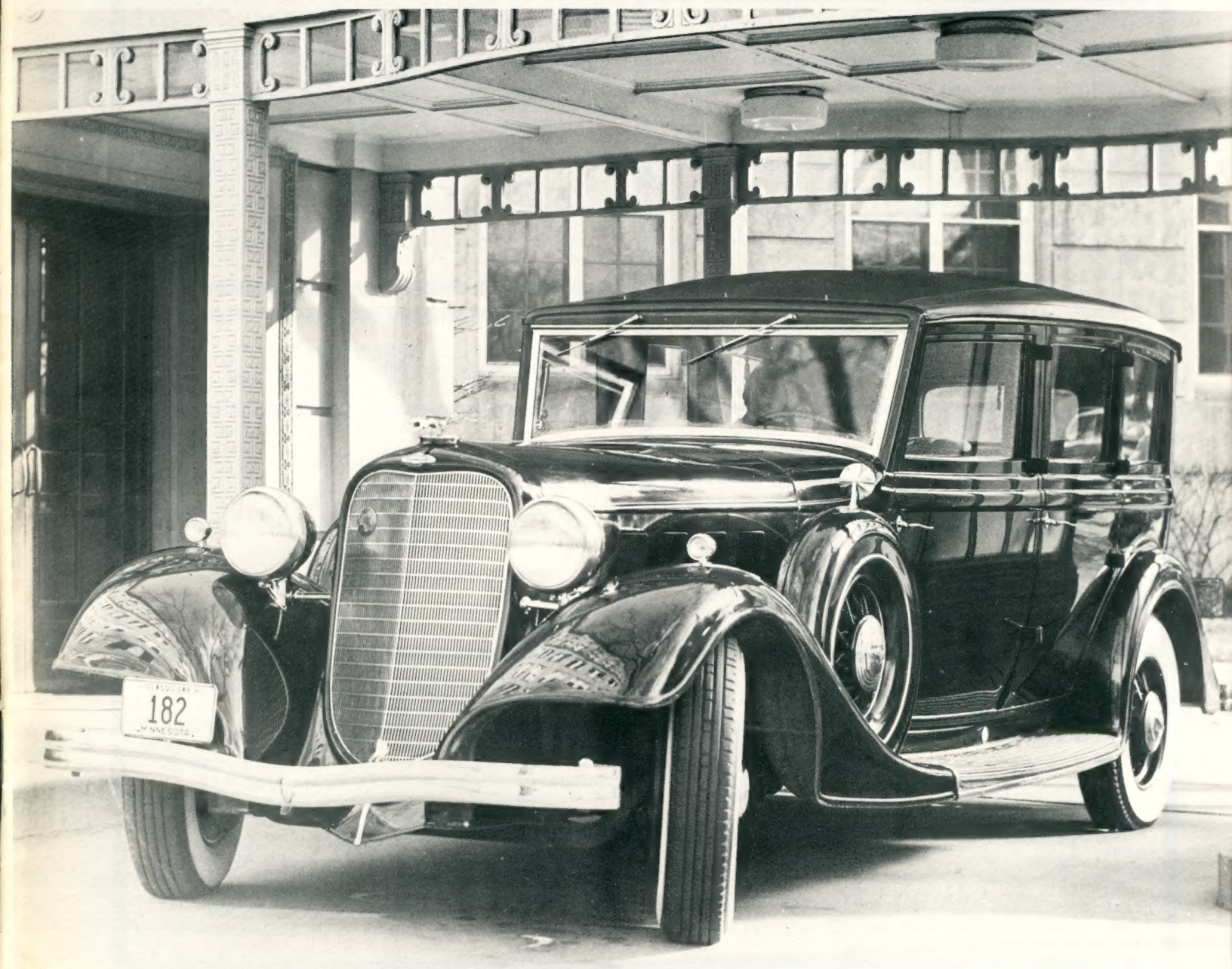


The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

MAY-JUNE 1976

VOLUME 15, NUMBER



1934 WILLOUGHBY SEVEN-PASSENGER LIMOUSINE WITH SUN ROOF.

THE FORK & BLADE is published bi-monthly by The Lincoln Owners' Club at 9821 Copper Hill Road, St. Louis, Mo. 63124. Membership dues are \$7.50 per year payable to The Lincoln Owners' Club. Second-Class postage paid at St. Louis, Missouri.

THE FORK AND BLADE

THE FORK AND BLADE is the official publication of The Lincoln Owner's Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB, INC.

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

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BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00.
5. Dues for active members shall be \$7.50 per year.
6. Dues will be charged for the fiscal year beginning February 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

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CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS, AVAILABLE NOW . . \$30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS, WHEN AVAILABLE . \$25.00
(Anyone ordering the 31-35 S.B. has the option of buying
the 24-30 S.B. for \$25.00)
3. AUTHENTIC COVERS FOR ANY OR ALL SERVICE BULLETINS . . \$ 5.00
4. L LINCOLN SHOP MAUNAL, WHEN AVAILABLE \$20.00
5. 1921 LINCOLN SALES CATALOG, WHEN AVAILABLE \$ 5.00
6. 1931-38 CHASSIS PARTS CATALOG on 4 Microfiche cards . \$ 5.00
7. 1931-37 BODY PARTS LIST CATALOG on 8 Microfiche cards. \$ 5.00

Items number 1, 3, 6, and 7 are available for immediate delivery. Items 4 and 5 will be put in the mill as soon as about fifteen more orders come in for each. Come on now guys, there must be fifteen of you as interested in this as I am. Please send in an order, now. The 1931-35 LINCOLN Service Bulletin project has been help up because of some missing bulletins. If anyone can and will help with this much needed project please call Sally Ann Quick. The club will give anyone supplying a missing bulletin, a free set of 31-37 Body Parts List Microfiche.

COMMENTARY

By President, Richard Quick MD

I would like to take this, somewhat overdue, opportunity to express my appreciation to the membership for their support in my role as L.O.C. President and as you will be able to note below, your board members are lending more than just a little support.

Recently, I opened a large carton filled with new Service Bulletin Binders, shoestring ties and all, just like the originals. Dick Price and Henry Harper supplied the original for copy purposes with Sally seeing the engraving and production process through to completion. Sooner or later the "K" Service Bulletins will be completed. Dick Price has made up a prototype brake cable lubricator as pictured in the bulletins. I can testify that it is a functional device and one most Lincoln "L" and "K" owners should have one. Should this be our next project?

Other important or pressing matters are The Fork And Blade and the Annual Meet. Jim Elliott is doing a great job as your new editor and puts all the rest of us to shame when it comes to rapid communications. This issue of the club publication has been held up because of a delay in finding a cover car story. That is not a rare problem for our editor, as Sally encountered it several times during her stint. I am asking all of you to keep Jim supplied with photos, Lincoln Lore, personal anecdotes, etc. to keep the F & B fresh and interesting. How about bringing some material to your officers at Dearborn?

Dick Chapman has made all the preliminary arrangements for the annual meet. Details will be mailed to you separately, at a later date. Today is the day to mark your Bicentennial Calendar for August 13-15 and reserve some vacation time now. Gentlemen... start your engines and bring your Lincoln, even if only on four cylinders. Did you know that the first slant "6" was a war time "K" with one head blocked off. I'm told it ran very well. Here's hoping you get there on more than 6. See you in Dearborn.

highlights

DENVER SWAP MEET

By Hugh Nutting

Denver had its big swap meet the weekend of May 1-2nd. In addition to finding some L parts, I had a delightful chat with Bill Kenz. Bill, known nationally to the racing set for his Kenz & Leslie land speed record cars of the early 1950's, is today "Mr. Ford" to the Rockymountain area car collectors.

To me, from an historical standpoint, it's always interesting to listen to first hand car talk from those who really had a hand in it. I generally make a practice of carrying my 1925 Lincoln Parts & Price Book to the swap meets. As Bill was going through

it, one or two parts interested him. He almost automatically flipped to the rear pages of the book for the prices, as if he had been into an early Ford or Lincoln parts book only yesterday. He then said that he had not worked on many Model L's but one did come to mind.

A local doctor had gotten one of the last of the rear brake cars in 1925/26. Being very pleased and proud of his Lincoln, the doctor wanted Bill to do the "six brake" conversion when it became available nearly 50 years ago. Bill's recall was something else. He said the kit came from Ford with a front axle assembly, some cross shafts, levers and rods, and a set of templates for drilling the frame. They had the Lincoln up on stands, in the shop, for nearly three months while doing the conversion. Surprisingly the doctor did not seem to mind since he was so proud of his Lincoln.

BRAINARD LINCOLN

By Pete Hastert

I enjoyed the story on James W. Brainard (F&B Mar. Apl. '76, pages 10,11) very much.

About the steering wheel, well I do have a collapsible steering wheel on my 1925 Judkins 4 door sedan, Serial No. 26405. As a L.O.C. member I would like to add this one to the 1930 Lincoln now on the owner's list.

I just bought the '25 Judkins from Harry Shamlian, a fellow member.

Is there anyway to check the ser. no. to find out if this could be one of Mr. Brainard's Lincolns? If so please let me know..

Ed comment.

Thanks for the interest, Pete. I have written to the Ford Museum and am looking for their reply, you were copied in on the letter. Hopefully we will have their reply by press time of next issue.

A HELPING HAND

By Steve Lehto

I'm having my 1925 Lincoln engine rebuilt and felt some of my fellow members might be able to use some of the information I have turned up.

I had my camshaft reground and had to pay extra for a pattern for the grinder to follow. The name of the shop is Cal-Cams and is on Marina Blvd. in San Leandro, Calif. They now have an L pattern so it wouldn't cost you a cent for a pattern, now.

I used new 1950's era Chrysler six pistons and rings for my rebuild job. New L valves can be had from Egge Machine of L.A.

B.S. Wisriewski Co., 201-245 West Maple Street, Milwaukee, Wisc. 53204, might have N.O.S. points, distributor caps, rotors, and misc. bearings.

Who remakes new sheet metal cans for the early L muffler, to restore it correctly???? I need one and the Wauconda Co. only has the larger late L type.

Reynolds Repairs, 4 Lobao Dr., Danvers, Mass. 01923, can repair Lincoln speedometers.

Five Point Classic Auto Shocks, 17121 Palmdale, Huntington Beach, Calif. 92647, can repair or rebuild Lincoln shocks.

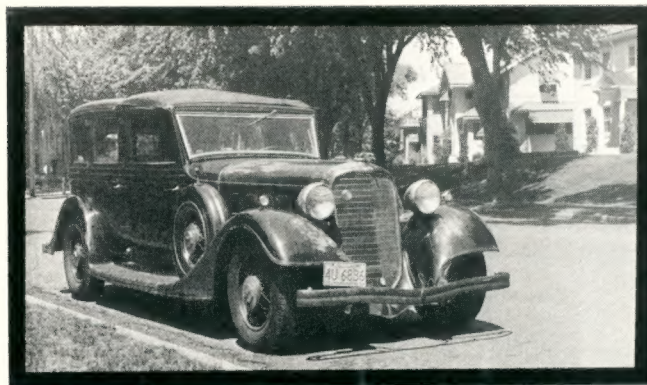
Feature Car

by Charles Chrisman

I had wanted an old car for sometime, when the desire was satisfied with the purchase of a 1931 Cadillac 4 door sedan, in August of 1950. It shimmied, jumped out of gear, leaked gallons of water per day, had several broken windows, vapor locked frequently, and cost all of \$50.00. Since I was only seventeen and, like others of my age, did not have much money, the price was the deciding factor. The only restoration I could afford was \$1.00 for two water pump gaskets from the local Cadillac dealer. It seemed wise to sell the car as autumn was approaching. The add I placed brought several calls from people looking for an open car. I decided to keep that in mind the next time I bought an old car.

During the college years I continued to look at old cars, usually big ones, but lacked the resolve to proceed, so did nothing until after I was 25 and working. It was on an Easter Sunday of 1958 with a late season snow falling that I saw "the car". It was snow covered and nestling in a Minneapolis rooming house parking lot. The Next day I stopped at the rooming house in hopes of finding the owner. With luck I was able to find him. He told me he had purchased the car in New Jersey in 1954 from the chauffeur of the original owner. Would he sell the Lincoln? Well, he did need some money to pay his term bill at a local Bible college. A price was discussed but on closer inspection of the Lincoln I had second thoughts. It was badly in need of paint and chrome, the top was bad, it had some wood rot, the back seat area was stained in spots, and it just generally looked drab and dingy. However, it was a custom bodied, twelve cylinder Lincoln, which also had an open top.

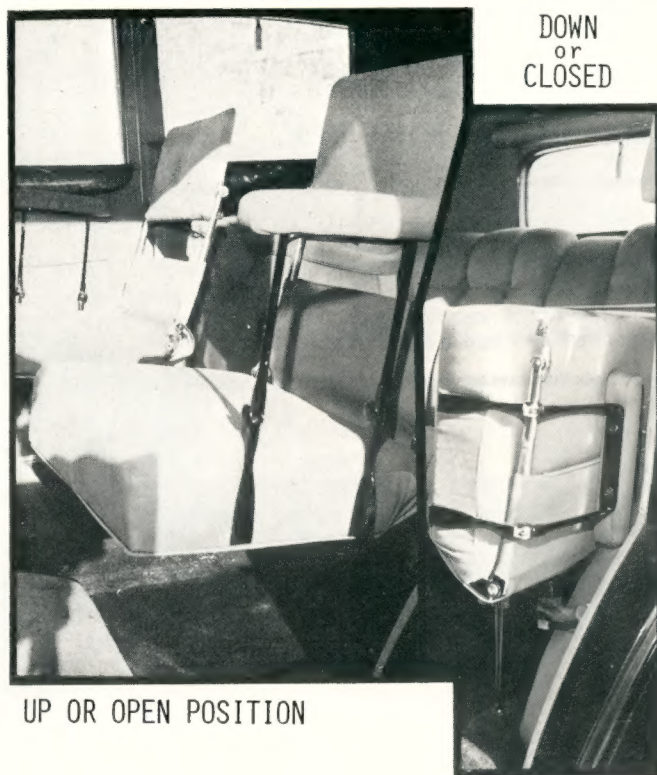
I decided to call in an expert whose family had owned several Lincolns. Incidentally, I had admired their Lincolns while I was a kid delivering newspapers at their house, in the middle '40s. I especially remember their 1928 and 1932 touring cars. No doubt those Lincolns had been the inspiration of my own desire to own an old car. Anyway, my consultant thought the car was sound, but counselled against paying the asking price of \$500.00. He advised me to offer \$350.00. The student owner was contacted again and after some talking I had a very comfortable ride home in the open back seat of my "new" 1934, K, Lincoln, Willoughby 7-passenger Limousine with sun roof.



As Found

The sun roof over the rear compartment is an unusual feature of this Lincoln. To expose the rear seat, the top is unbuttoned in the back then unzipped just above the rain gutter strips and folded forward to rest over the drivers compartment, under a boot.

Another unusual feature of this particular car is the mounting of the jump seats. To permit the installation of a large tonneau hot water heater, the jump seats were not placed behind the front seat frame. Instead, each seat is mounted on a steel arm which is attached to the bulge formed by the rear wheel housing, or just below and in front of the lower rear door hinge. Thus they cannot be folded out of sight when not in use and tend to hinder access to the rear seat, whether in the up or down position.



UP OR OPEN POSITION

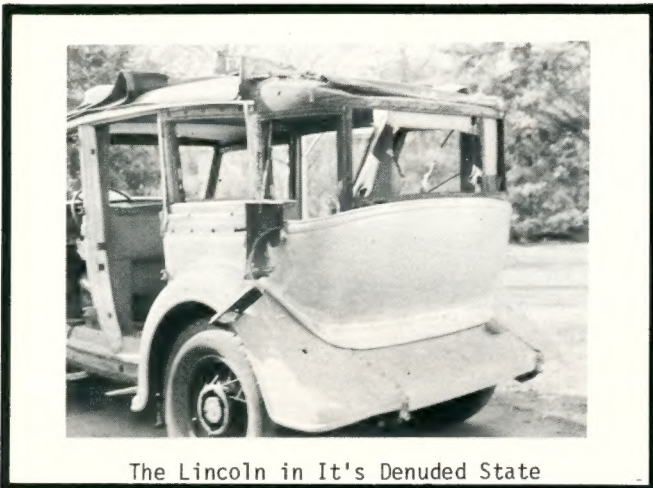
My earliest effort on the car was to find some of the missing parts. Warshawsky and Sam Adelman were contacted and a missing sidemount cover along with other minor items were located. I am still looking



for a correct trunk rack to replace the one presently on the car. Last year I found an original fitted luggage trunk at Dearborn which has rekindled my interest in securing the correct rack.

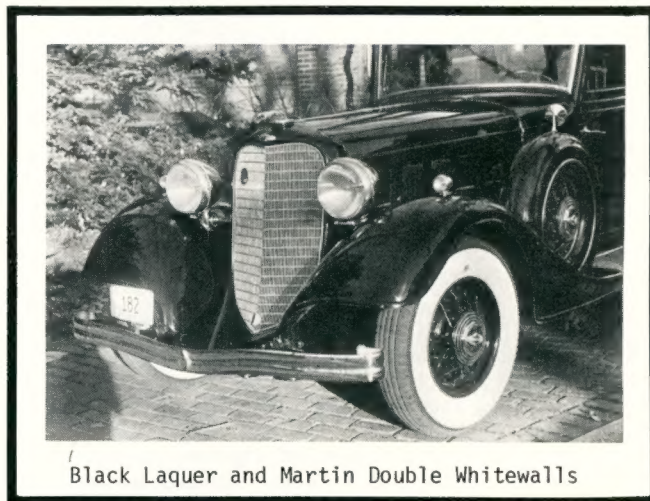


The next project was to repair some rotted wood in the left rear quarter. That required disassembly and/or removal of the rear upholstery panels, seats, and so on. What a job! The work was needed, though, to preserve the remainder of the wood and allow a new top to be securely fitted.



The Lincoln in It's Denuded State

As in all major tasks, one thing lead to another and eventually the car was stripped of all paint, the doors removed, and all trim taken off in preparation for bodywork and a full paint job; in black, naturally. A new top of nylon material was put on following the old pattern. The interior upholstery cloth was originally had 1/16" wide alternating striped blue and grey wool broadcloth. No one had wool broadcloth when the interior was redone so a suitable substitute had to be used. The appearance restoration was topped off with hand rubbed black laquer and new Martin double whitewalls.



Black Laquer and Martin Double Whitewalls

Now, over ten years later, I have different ideas and the knowledge of how things should be done. I am now in the slow process of redoing the paint, perfecting the bodywork, and installing a landau leather rear top piece with cobra grain closed car topping over the rear of the car. Eventually the motor will be thoroughly rebuilt. Although it now runs well enough to propel the 6,000 pounds around town, it sounds like a boiler factory and loses oil pressure on hot days.

Our whole family enjoys the Lincoln and looks forward to its occasional use for family outings, Sunday drives, and weddings (including My own).

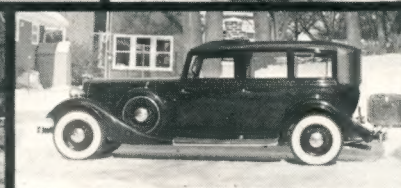
The car has had relatively few mechanical problems, but the following may be worth mentioning for the benefit of others. One occured when I first owned the car and had not used it for three months or more while I was refinishing a sailboat. When I tried to start it there were no results, although it turned over and there did appear to be spark and gasoline. The only way to start it was to pull it with another hefty car. My analysis is that the valve lifters may have been very sluggish, if not stuck. This is possible because there is no indication of a lubricating system above the camshaft. I avoid similar non-starting problems by turning the engine over occasionally during the winter when I do not use the car. I do advise against overburdening the starter by much cranking with thick summer oil, as I have burned one out a couple of times.

Another starter problem is that the Bendix shaft and drive gear becomes sticky and sometimes the starter does not engage even though it spins vigorously. Short of cleaning it, which requires removal of the engine collant and a certain water connection, I

engage the starter with the flywheel after each running, while the works are still warm.

The speedometer has also caused problems. It breaks at its lower end, apparently because of a very sharp bend at its mount. As yet, I have not solved this one.

I was very grateful to an article in the March '74 Fork And Blade which supplied the numbers of the oil seals for the axle shafts at the differential and for the pinion shaft, as well as some instructions. Installing the new axle seals has stopped the flow of grease to the inside of the hubcaps and thence to the whitewalls. The numbers are National 50059 or Victor 46046 for the pinion seal and National 50064 or Victor 46307 for the inner rear axle seal.



LINCOLN 1925-1930 Inclusive

Rolling and Loading

A condition of Rolling and loading on Lincoln automobiles equipped with vacuum tank feed which may occur regularly or spasmodically may be caused by a gasoline logged vacuum tank float. Whenever trouble of this nature is encountered and all adjustments have been correctly and properly made, the vacuum tank float should be checked.

OIL PRESSURE

Lincoln All Models 1925-30.—At engine idling speed the oil pressure should be just sufficient to force the pressure gauge indicator away from the stop about one-half graduation. The maximum pressure should be from 18 to 20 lbs. with the oil at the usual operating temperature of the motor.

IGNITION TIMING

Lincoln All Models 1925-30.—The distributor is equipped with two sets of breaker contacts operated by a four lobe cam. The high tension current is distributed by means of a double end rotor. Current from the right hand coil passes through the center terminal of the distributor head to the permanent center contact of the rotor. This current is interrupted by the right hand breaker or stationary set of points and delivers current to the right bank of cylinders numbers 1-3-7-5.

The left block of cylinders numbers 6-8-4-2 receives ignition current from the left hand coil from which the high tension lead is connected to the short screw terminal, near the center of the

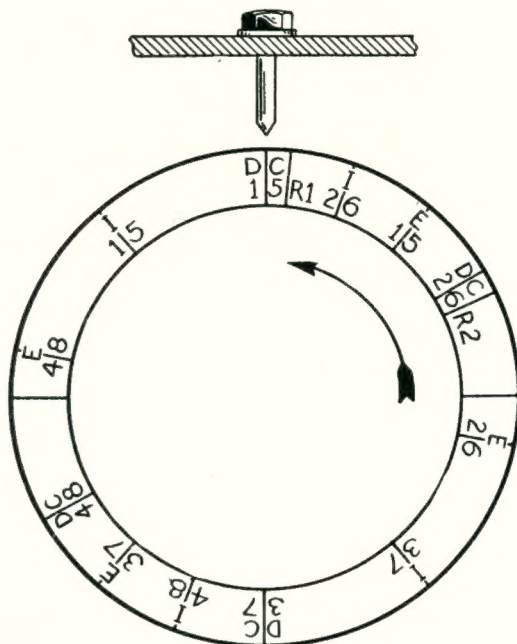


Fig. 1

Diagrammatic view of the timing marks stamped on Lincoln clutch ring. These timing marks are for timing the ignition, the valves and setting the valve tappet clearance.

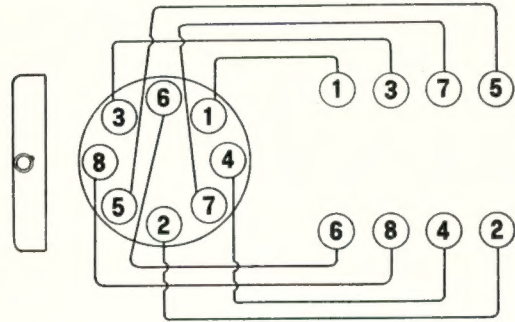


Fig. 2

Cut showing firing order of Lincoln motors. No. 1 is the first cylinder in the right bank next to the radiator.

distributor head. Current from this coil passes through the distributor head ring and the permanent carbon contact brush to the opposite end of the rotor. This circuit is interrupted by the left hand breaker or adjustable set of points.

To time the spark to the motor, both contact point gaps should first be equally spaced to .020" clearance. With the spark control fully retarded, crank the motor until No. 1 piston enters compression stroke. Continue to crank slowly until the vertical mark immediately in front of the letters R 1, Fig. 1, on the clutch ring is opposite the pointer. In this position, the right hand breaker points should just start to break contact.

The vertical line marked R 2 which immediately follows D.C.-2-6 is for setting the spark for the left block. Crank the motor until No. 2 piston enters compression stroke. The left hand breaker points should be adjusted so that they just break contact as the line R 2 comes under the pointer.

The above timing procedure is for motors using white gasoline. If anti-knock fuel is used, time the spark for both sets of cylinders to occur at top dead center.

The cylinders of a Lincoln motor are numbered according to their firing order and this number is stamped on the cylinder head near the spark plugs for that cylinder (see Fig. 2).

VALVE TIMING

Lincoln All Models 1925-30.—Crank the motor, watching exhaust valve in No. 1 cylinder, until mark I-I-5, Fig. 1, is directly under the pointer. With the flywheel in this position, set the valve tappet clearance for No. 1 intake at .005". Next crank the motor until E-I-5 comes under the pointer and set the exhaust valve clearance for No. 1 cylinder at .005".

The valve timing will be correct when No. 1 exhaust valve is just closing at top dead center of the exhaust stroke.

The valve tappet clearance should be adjusted by the flywheel marks which are stamped as follows: I-I-5, E-2-6, etc., and the adjustment should be made for each cylinder in the following order: 3-5-7-2-4-6-8. The correct tappet clearance for both intake and exhaust is .005".

CHAIN ADJUSTMENT

Lincoln All Models 1925-30.—The chain adjustment must be made with the motor stopped. To adjust the timing chain, remove the two nuts and locks which prevents the castellated bronze adjusting nut and its steel castellated lock nut from turning. Remove the hexagon plug from the right front side of the timing chain case. With one Spanner wrench hold the inner or bronze adjusting nut and with the other Spanner wrench loosen the outer or steel lock nut. By placing a finger on the chain through the plug hole in the front of the case, the amount of slack can be determined. Turn the inner or adjusting nut sufficiently either one way or the other until the up and down movement of the chain is approximately $\frac{1}{2}$ ". When this adjustment has been completed, tighten the lock nut and replace the lock and nut previously removed. Also replace the plug in the front of the case. Before making a chain adjustment, the motor should be thoroughly warmed up and care should be exercised not to leave the chain with less than $\frac{1}{2}$ " up and down motion, since the timing chain case is made of aluminum and expands under the heat of operation to a point of where the chain may be too tight if sufficient play is not allowed.

GAS LINE SCREENS

Lincoln All Models 1925-30 are equipped with vacuum tank fuel feed and have three strainer screens in the gasoline line. One strainer is located in a sediment bowl which is in the left frame channel under the front floor board. A second one is located in the vacuum tank head, Fig. 3, while a third is located in the carburetor at the point where gasoline enters. These screens should be removed at intervals and thoroughly cleaned in gasoline and blown dry with compressed air.

The strainer screen in the sediment receiver which is in the frame channel screws into the bottom of the bowl and thus provides for the removal of the strainer. To remove the strainer from the carburetor, it is necessary to remove the carburetor. The shut off valve is under the vacuum tank and extends through the dash just above the toe board near the steering column.

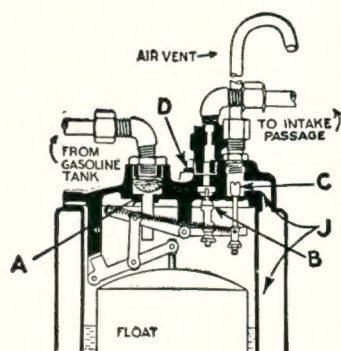


Fig. 3

Upper half of vacuum tank showing location of gas line screens. To remove, disconnect the feed line from the gasoline tank and screw out the hexagon bushing.

Carburetor Specifications

FLOAT LEVEL

Lincoln All Models 1925-30.—The fuel will stand at the correct level in the bowl when the top of the float is 1" below the top surface of the float chamber casting. The gasoline level can be checked by removing the plug from the sight level hole which is provided in the side of the float chamber bowl. With this plug removed, gasoline should stand even with the bottom of the hole.

Should the gasoline level require readjustment, remove the cap from the top of the float cover and the upper end of the float needle stem will be seen. Loosen the lock nut and hold the needle sleeve from turning by using a small wrench on the flat side. Turn the needle down (clockwise) to lower the level and up (counter-clockwise) to raise the level.

The float chambers of carburetors used on Lincoln automobiles are constructed in such a manner that the full range of float action must be obtained in order to prevent the motor from starving at high speeds. When making a float level adjustment, care should be exercised not to bend the float lever arm in any way to alter the full range of movement of the float when opening and closing the float valve. Also, if it should become necessary to replace the float valve assembly, care should be exercised to select a needle valve seat with an opening sufficiently large to accommodate the gasoline supply to the motor. (See special information under the heading Flat Spots at the front of this section).

CARBURETOR

SPECIFICATION DIAGNOSIS

Lincoln automobiles have come equipped with Stromberg O series carburetors from 1925 to 1930 inclusive. This series of carburetors is characterized by the double venturi, a main discharge jet located in the center of the small venturi, the air bleed economizer and the manometer type of accelerating well.

If trouble is experienced in obtaining correct motor performance and the trouble is traced to the carburetor and cannot be corrected by adjustment, it may be that someone has tampered with the carburetor.

Remove the carburetor from the car and thoroughly clean all jets and passageways. Complete information explaining how to determine whether someone has tampered with or changed the carburetor calibration specifications will be found under Carburetor Specification Diagnosis in the Stromberg section under Stromberg Model O in the back of this book.

Specification Tables.—The following specification tables contain the carburetor specifications for Lincoln automobiles using Stromberg Model O carburetors.

Lincoln 8 Cyl. 1925-27

(Stromberg O-3 Engine 3 3/4"x5")

Description of Part	Size thousandths inch	Wire drill size
Idle Discharge Jets.....		*#46
Main Metering Jet.....		Adjustable
Economizer Needle Valve (needle lift 3/8").....		#54
Main Discharge Jet.....		†#A-28, #B-9
High Speed Air Bleeder.....		‡#32
Accelerating Well Bleeder.....		#53
Accelerating Well Discharge Jet.....		
Venturi.....	1 1/4"	

*This carburetor has only one idle jet located above the throttle.

†This is a single end bleeder.

‡First bore of main discharge jet is #28 wire drill; second bore #9 wire drill.

Lincoln 8 Cyl. 1927-29

(Stromberg O-3 Engine 3 3/4"x5")

Description of Part	Size thousandths inch	Wire drill size
Idle Discharge Jet.....		*#63-#52
Main Metering Jet.....		Adjustable
Economizer Needle Valve (needle lift 5/16").....		#60
Main Discharge Jet.....		†#A-28, #B-15
High Speed Air Bleeder.....		‡#28, #32
Accelerating Well Bleeder.....		#53
Accelerating Well Discharge Jet.....		
Venturi.....	1 5/16"	

*The idle jet above the throttle is a #63 wire drill size; the jet below the throttle is a #52 wire drill size.

†This is a double end bleeder having one end #28 wire drill size and other end #32 wire drill size.

‡First bore of main discharge jet is #28 wire drill; second bore #15 wire drill.

Carburetor Adjustment

MOTOR SPECIFICATIONS

The following table lists the model and year of car, engine specifications, make, model and size of carburetor.

Car and Year	Model	Engine	No. Cyl.	Bore and Stroke	Carb. Model and Size
LINCOLN					STROMBERG
1925-27.....	8 Cyl.	Own	8	3 3/4"x5"	O-3
1928-30.....	8 Cyl.	Own	8	3 1/2"x5"	O-3

ADJUSTMENT PRECAUTIONS

When adjusting the carburetor on a Lincoln automobile, care should be exercised to see that the radiator shutters are all working properly and that the motor is thoroughly warmed up. After the motor is thoroughly warmed up, adjust the carburetor to where the motor runs satisfactorily on the service floor then take the car out on the road and complete the adjustment.

To adjust for the best gasoline mileage, set the throttle lever until the motor runs at approximately a road speed of 20 miles per hour. Turn the high speed adjustment down until the motor slows down appreciably then open the adjustment notch by notch until the motor performance ceases to be improved. From this point, turn the adjustment down two or three notches which should be the best point for gasoline economy.

Another point which should be checked when the car owner complains of low gasoline mileage is the auxiliary starting needle. When adjusting

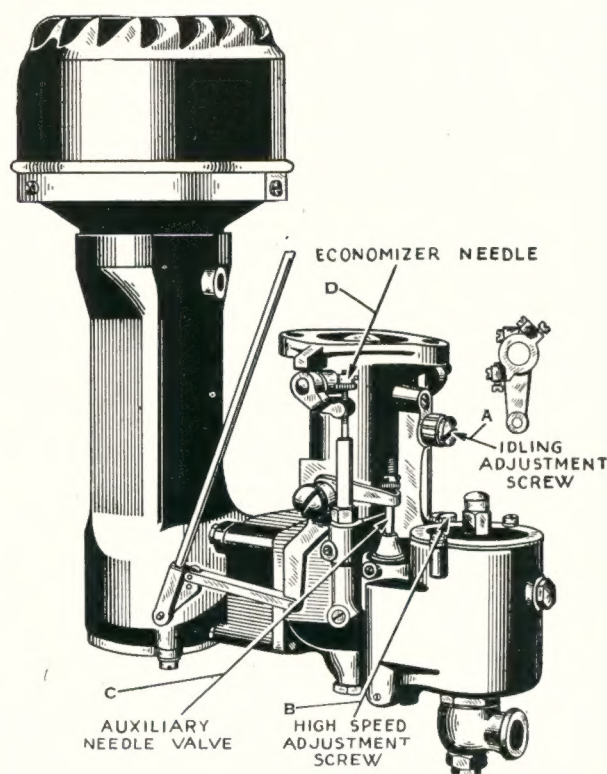


Fig. 4

View of Stromberg Model O-3 showing high and low speed adjustments, auxiliary starting needle and economizer needle.

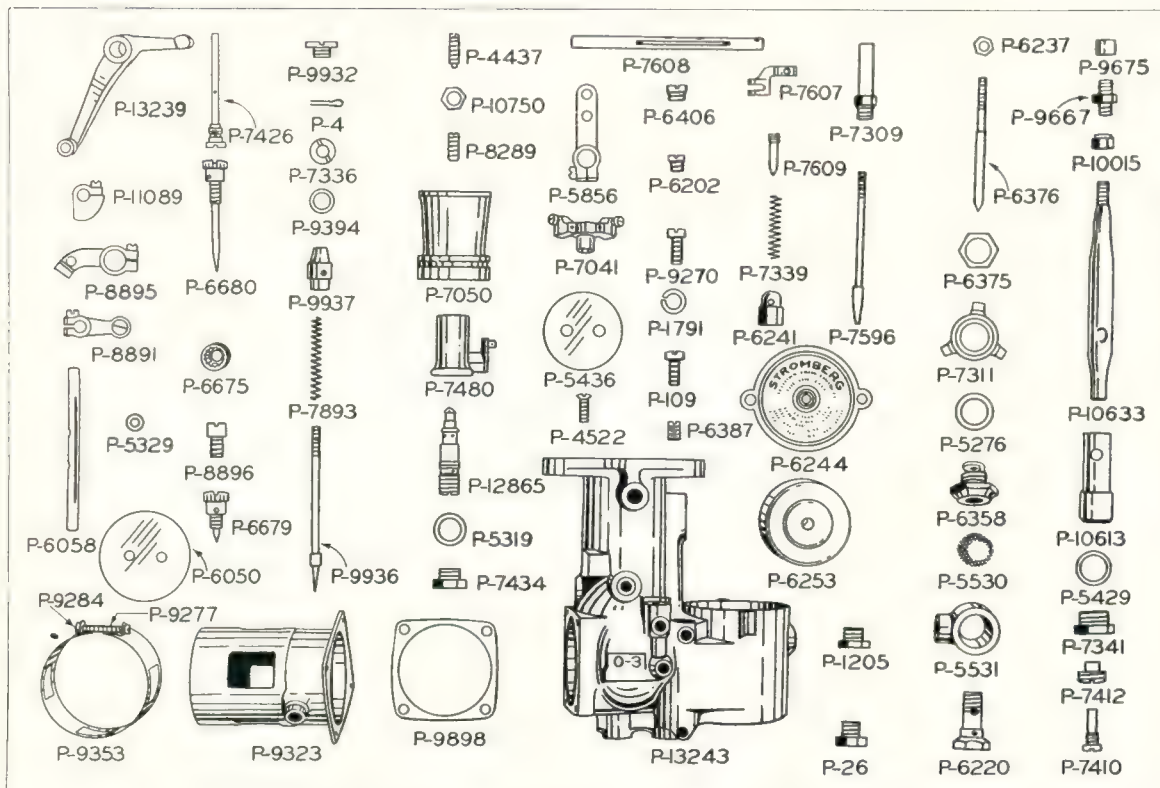
the carburetor, make sure that the auxiliary starting needle seats properly when the choker valve is fully opened. If the dash control holds the auxiliary needle off its seat, too much gas will be by-passed into the main discharge jet with low gasoline mileage as the result.

STROMBERG MODEL O-3

The carburetor used on Lincoln automobiles is the Stromberg Model O-3. It is of the plain tube type so-called because of having no air valve or metering needle. Both the air passage and gasoline jets are of fixed size for all engine speeds. The general features of this carburetor are: a separate adjustment for idling the engine; an accelerating well which gives an extra supply of fuel for just a moment as the throttle is opened; and an economizer which permits the carburetor to operate on a very lean and economical mixture at the closed throttle position of average driving but automatically shifts to the richer setting needed when the full power of the engine is called for. The carburetor also is provided with an enriching device which operates only with choke valve closed and gives the necessary richer mixture needed for starting in very cold weather.

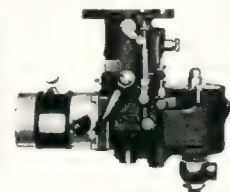
Carburetor Adjustment.—A view of the carburetor used on Lincoln automobiles showing both the high and low speed adjustments is shown in Fig. 4. For complete adjustment information see Carburetor Adjustment under the heading Stromberg Model O in the Stromberg section in the back of this book.

STROMBERG CARBURETOR PARTS LIST



O-2 No. A-6702
(Obsolete)

O-3 No. A-6703
(Obsolete)



Notes and References:
Parts O-3 illustrated.
Corresponding O-2 parts
shown in listing below.

Car models having
these carburetors with
parts exceptions there-
for are shown on back
of this page.

†These parts not il-
lustrated.

‡Indicates Sub-assem-
bly part.

PARTS LISTS STROMBERG MODELS "O-2" AND "O-3" STANDARD CARBURETORS

O-2 Part No.	O-3 Part No.	Name	O-2 Part No.	O-3 Part No.	Name
P-4	P-4	Aux. Needle Valve Cotter Pin	P-7635	P-7608	Throttle Lever Stem
P-26	P-26	Economizer Needle Valve Cotter Pin	P-5015	P-7609	Economizer Needle Channel Plug
P-26	P-26	Float Chamber Gas. Level Plug	P-8289	P-7893	Auxiliary Needle Valve Spring
P-109	P-109	High Speed Needle Channel Plug	†P-8273	P-8289	Aux. Needle Valve Set Screw
P-1205	P-1205	Float Chamber Cover Screws	†P-8344	P-9394	Aux. Needle Valve Spring Washer
P-1791	P-1791	Strainer Body Drain Plug	P-8891	P-8891	Aux. Needle Valve Open Washer
P-4627	P-1791	Float Chamber Cover Washers	†P-46	†P-46	Choke Lvr with Wire Conn. & Screw
P-47	P-2266	Season Air Adj. Attach. L. Washers	†P-9270	†P-9270	Choke Lever Clamp Screw
P-4437	P-4437	Throttle Stop Clamp Screw	P-8895	P-8895	Choke Wire Clamp Screw
P-4522	P-4522	Large Venturi Tube Set Screws	†P-284	†P-284	Choke Tube Holder with Screws
P-5276	P-5276	Throttle Valve Screws	†P-2267	†P-2267	Choke Tube Clamp Screw
P-5319	P-5319	Float Needle Valve Seat Gasket	P-8986	P-8986	Choke Tube Holder Clamp Screw..
P-2886	P-5319	Idle Tube Holder Plug Gasket	P-9270	P-9270	High Speed Needle Valve Seat
P-5329	P-5329	Main Discharge Plug Gasket	P-9328	P-9328	Season Air Adj. Attach. Screws
P-5429	P-5429	Idle Tube Holder Gasket	†P-6058	†P-6058	Straight Sesn. Air Adj. with Valve
*P-5382	P-5436	Accelerating Well Plug Gasket	†P-5449	†P-5449	Choke Lever Stem
P-5530	P-5530	Throttle Valve	†P-4522	†P-4522	Choke Valve
P-5531	P-5531	Strainer	†P-9352	†P-9352	Choke Valve Screws
P-5845	P-5856	Strainer Body	†P-9324	†P-9324	Season Air Adj. Sleeve
†P-3199	†P-3199	Throttle Lever with Clamp Screw	†P-9277	†P-9277	Season Air Adj. Shutter
P-6202	P-6202	Throttle Lever Clamp Screws	†P-9284	†P-9284	Sesn Air Adj. Shutter Lock Screw
P-6202	P-6202	Economizer Channel Plug	P-9394	P-9394	Sesn. Air Adj. Shut. Lock Sc. Nut
P-6202	P-6202	Main Gasoline Channel Plug	P-9667	P-9667	Economizer Ndl Valve Sprg Washer
P-6220	P-6220	Strainer Body Stud	P-9675	P-9675	Accelerating Well Bleeder(VAR.)
P-6237	P-6237	Float Needle Valve Lock Nut	P-9898	P-9898	Accel. Well Bleeder Cap
P-6241	P-6241	Float Needle Valve Cap	P-9932	P-9932	Season Air Adj. Gasket
P-6244	P-6244	Float Chamber Cover with Levers	P-9936	P-9936	Auxiliary Lever Fulcrum Screw
P-6253	P-6253	Float	P-9937	P-9937	Auxiliary Needle Valve
P-6358	P-6358	Float Needle Valve Seat	P-10015	P-10015	Aux. Needle Valve Guide
P-6372	P-6372	Gas Str and N V Seat (Comp)	P-10613	P-10613	Accel. Well Sleeve Nut
P-6375	P-6375	Float Needle Valve Seat Nut	P-10633	P-10633	Accel. Well Sleeve
P-6376	P-6376	Float Needle Valve	P-10750	P-10750	Accel. Well
P-6387	P-6387	Accelerating Well Channel Plug	P-11089	P-11089	Large Venturi Tube Set Screw Nut..
P-6387	P-6387	Economizer Needle Channel Plug	†P-285	†P-285	Auxiliary Cam
P-6387	P-6387	Idle Channel Plug	†P-12865	†P-12865	Auxiliary Cam Clamp Screw
P-6675	P-6675	Idle Discharge Channel Plug	P-13239	P-13239	Main Discharge Jet
P-6675	P-6675	High Speed Needle Valve Adj.	P-13243	P-13243	Aux. Lever with Roller
P-6679	P-6679	Idle Needle Valve Adjustment	†P-7238	†P-7238	Main Body
P-6680	P-6680	Idle Needle Valve (Comp.)			Throttle Stem Bushing
P-6893	P-7041	High Speed Needle Valve (Comp.)			Throttle Stem Grooved Bushing
†P-12375	†P-12375	Throttle Stop with Screws			Aux. Tube Holder Attach. Screw
P-5344	P-7050	Throttle Stop Set Screw			Aux. Tube Holder Lock Washer
P-7309	P-7309	Large Venturi Tube			Aux. Needle Channel Plug
P-7311	P-7311	Economizer Needle Valve Sleeve			Idle Discharge Jet
P-7336	P-7336	Float Support			Idle Discharge Jet Plug
P-7339	P-7339	Economizer Needle Valve Adj. Nut..			Accelerating Well Baffle Sleeve
P-7339	P-7339	Economizer Needle Valve Spring			Accelerating Well Sleeve with Hldr
P-7341	P-7341	Accelerating Well Plug			Auxiliary Tube Holder
*P-7619	P-7410	Accelerating Gas. Nozzle			Aux. Needle Valve with Lvr (Comp.)
P-7412	P-7412	Accelerating Well Set Screw			Aux. Lever and Screw
P-7626	P-7426	Idle Tube with Holder			Aux. Wire Clamp Screw
P-7434	P-7434	Idle Tube Holder Plug			Aux. Needle Valve Fulcrum Pin
P-7624	P-7434	Main Discharge Plug			Aux. Ndl Valve Locking Wire
P-7618	P-7480	Small Venturi Tube			Aux. Needle Valve Spring
P-7615	P-7596	Economizer Needle Valve (Comp.)			Aux. Needle Valve Spring Bushing
P-7306	P-7607	Economizer Lever			

*NOTE: On parts marked (VAR.) size must be specified when ordering.

STROMBERG CARBURETOR PARTS LIST

STANDARD SPECIFICATIONS

A-6702 O-2 Carburetor		A-6703 O-3 Carburetor	
P-5344	1 1/8" Venturi	P-5436	Throttle Valve 20°
P-7333	No. 52 Idling Discharge Jet	P-7050	1 1/8" Venturi
P-7389	No. 30 Well Bleeder	P-7410	No. 53 Accel. Gas Nozzle
P-7615	No. 56 Econ. Needle	P-7426	Idle Tube No. 63 Feed, No. 52 Top (2
P-7619	No. 54 Accel. Gas Nozzle		No. 58 Bleed Hole)
P-7626	Idle Tube No. 62 Feed, No. 52 Top (2	P-7596	No. 56 Econ. Needle
	No. 58 Bleed Hole)	P-8986	No. 36 High Speed Needle Valve Seat ...
P-8349	No. 34-18 Main Discharge Jet	P-9667	No. 28-32 Well Bleeder
		P-12865	A-28 B-15 Main Discharge Jet
		P-13243	Main Body with No. 53-66 Idle Holes ...

STANDARD SETTINGS FOR O-2 AND O-3 CARBURETORS

Economizer Needle: { 0-2— $\frac{1}{16}$ " Lift.
0-3— $\frac{3}{16}$ " Lift.

PARTS AND SETTINGS EXCEPTIONS MODELS O-2 AND O-3 STANDARD CARBURETORS (Passenger Cars)

LINCOLN 1928-29-30

3 1/2" x 5"—8 Cyl.

No. A-11383—O-3 Carburetor (Code No. 40-7)

Std. Part No.	Special Part	Used on Above Model Car
P-5436	P-10753	Throttle Valve No. 45 Hole
P-5856	P-7110	Throttle Lever
P-6244	P-10325	Float Chamber Cover
P-6372	P-9434	Gas Strainer & Seat
P-6376	P-10999	Float Needle Valve
P-6675	P-9614	Idle Needle Valve Adjustment
P-6675	P-9614	High Speed Needle Adjustment
P-6680	P-10877	High Speed Needle Valve
P-7041	P-7107	Throttle Stop
P-7050	P-7050	Venturi Tube 1 1/8"
P-7426	P-14299	Idle Tube, No. 58 Feed and No. 52
		Top (2 No. 58 Bleeder Holes).....
P-7608	P-7819	Throttle Lever Stem
P-8986	P-9682	High Speed Needle Seat No. 46
P-12865	P-13698	Main Discharge Jet A-28-B-9
P-13243	P-11313	Main Body with No. 52-63 Idle Holes

NOTE: Econ. Needle: $\frac{1}{16}$ " Lift.

PIERCE ARROW "81" 1928 (116561)

3 1/2" x 5"—6 Cyl.

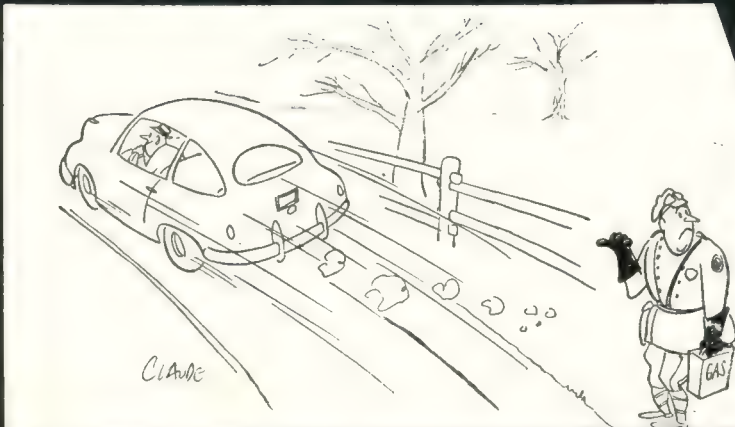
No. A-11463—O-3 Carburetor

Std. Part No.	Special Part	Used on Above Model Car
P-5856	P-12115	Throttle Lever
P-6372	P-12431	Gas Strainer & Needle Valve Seat
P-6376	P-10999	Float Needle Valve
P-7041	P-7107	Throttle Stop
P-7050	P-7050	Venturi Tube 1 1/8"
P-7426	P-12433	Idle Tube, No. 68 Feed and No. 52
		Top (2 No. 65 Bleed Hole).....
P-7608	P-7819	Throttle Lever Stem
P-12865	P-12432	Main Discharge Jet No. 34-28
P-13239	P-12436	Auxiliary Lever
P-13243	P-11313	Main Body with No. 53-66 Idle Holes...
None Shown	P-12188	Thermostat

NOTE: Econ. Needle: $\frac{1}{16}$ " Lift.



**Mystery
Car**



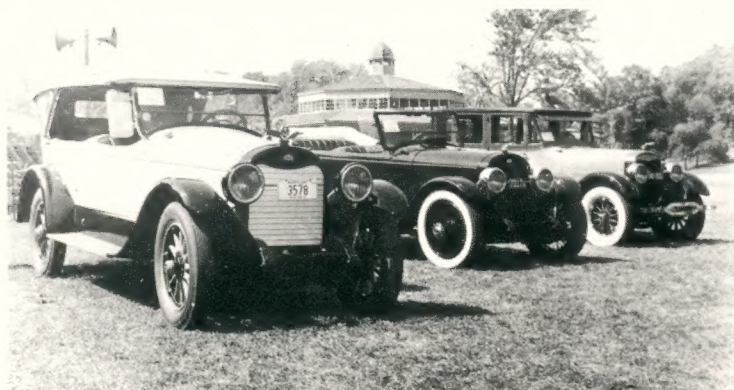
"They just don't build 'em like they used to!"

His car is so old the headlights have bifocal lenses.

Inflation is when something that cost \$25 a few years ago now costs \$40 just to get repaired.

Bulldozer operator: landscape artist.

Gentlemen... start your engines.



Dearborn 1976

Dr. Seiter's 1921
Merrimac 7pass. touring

Ken Pearson's
1923 phaeton

Harry Shamlan's
1925 Judkins sed.

LINCOLN OWNERS' CLUB ANNUAL MEET

AUGUST 13 -14

DEARBORN, MICHIGAN

Meet headquarters will again be The Dearborn Inn, walking distance from the many new Bicentennial displays at Greenfield Village. The Lincolns will be displayed for admiration and judging on a greensward at Greenfield Village.

SCHEDULE OF EVENTS:

Friday afternoon- Tentative Lincoln Plant tour

Friday evening - Cocktails-cash bar-
Dearborn Inn

Dinner-Lovett Hall

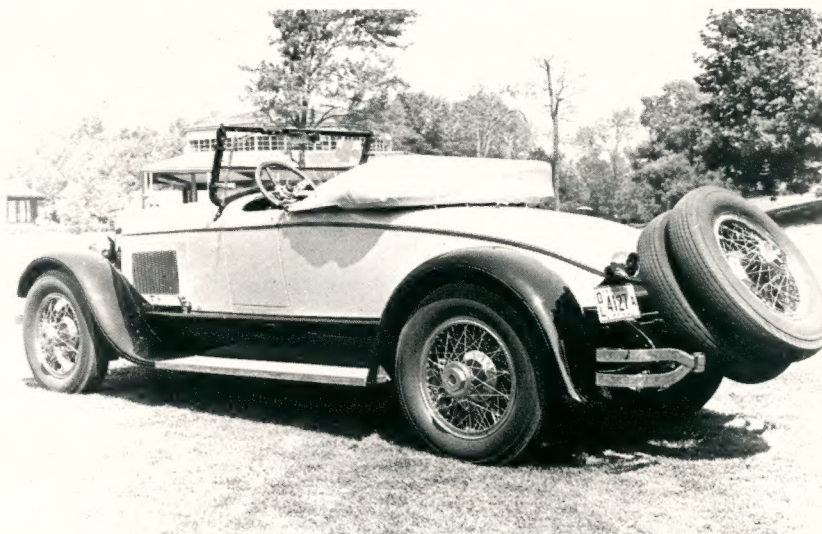
Films of last year's
meet.

Saturday AM - Tour to Greenfield Village
(detours guaranteed!)

Saturday 1:30 - Judging of Lincolns
and afternoon of fun
at Greenfield Village.

Saturday PM - Cocktails and Awards
Banquet followed by
dancing.

REGISTRATION FORMS WILL BE MAILED !



HEAVY TRAFFIC

TRADE

Pre 1924: radiator and shutters, one nickle "bell" headlamp complete, several good 23" wood wheels & rims, two 1931 19" wires, one 21" Rudge-Witworth to only trade for one 21" Buffalo, two 5 bolt 23" steel disks, one wood wheel sidemount tire lock for 1929-30, several good to nice 25-26 wood wheel hub caps, one restorable 1931 hub cap, many mechanical parts to trade for pre-1927 parts. Hugh Nutting, 412 Boyd St., Golden, Colo. 80401 279-5299

Have two rear wood wheel hub caps for 1923 in good condition, to trade for two 1925-26 rear wood wheel hub caps in good condition - must have right script on them. Steve Lehto, 857 Sydnor Dr., Campbell, Calif. 408-371-5392

I have a Springfield Rolls Royce left side Trilin tailamp arm, which I would like to trade for a left side 1925-27 Lincoln tailamp arm, or would trade a Lucus "Owl Eye" tailamp for a left side Trilin tailamp with arm. Peter Harris-Mayes, Waimarino, Manor Ave., Deal, Kent, England

FOR SALE

Eliminate fire and vapor lock on your model L. Install the carb.-manifold conversion kit available now with complete instructions for installation. Send money order or Cashiers Check for \$250.00. Sig Stensland, 4420 Tipsico Lake Road, Milford, Mich. 48042 313-887-5482

1925 Judkins Coupe, disassembled but complete, body excellent with no rust. Mrs. Marvin Finlaw, Rt.#1, Norwich, Ohio 43767

1926 radiator, good condition with shell and shutters, \$190.00 or trade for 1923 Lincoln parts. M.E. Hart, 3458 122nd Place North East, Bellevue, Wash. 98005 206-885-3188

For an early model L, Wreath design motometer with Lincoln name, excellent \$50.00. For 1928-30 model L, Waltham clock \$25.00, taillight, cup damaged-rim dented-no lens \$20.00, Waltham speedometer, disassembled-pot metal parts broken \$20.00, gas gauge, face-rim and glass OK pot metal back mostly missing \$15.00. Send SASE for a more complete description. Al Link, James Way, Granite Springs, N.Y. 10527 914-248-5341

Have original type Battleship Gray Linoleum for model Ls. I understand that some models used Linoleum for running boards and engine compartment floor coverings. Write for a quote on your needs. Also, I have a perfect 1931 (not sure of year but from photos appears to be '31-'34) \$175.00. Mark Gamble, 6533 Highway 85, Riverdale, Georgia 30274 404-471-4303 or 404-471-0894

Lincoln Sales Catalogues and folders covering 1925, 1926, 1930, 1933, and 1938 for sale. I also have a 1929 Owner's Manual which I would like to trade for a 1930 Owner's Manual. SASE with inquiry, please. Harrison P. Bridge, 50 Fernwood Road, Chestnut Hill, Mass. 02167

Headlamp lenses, Depress Beam. Send o.d., size, lens number (if known), and a SASE. R.Heidsiek, 17360 Chase Street, Northridge, Calif. 91324

1930, Dual Cowl Phaeton, used by F.D.R. during his 1932 Western Presidential Campaign. Runs excellently, needs top and upholstery or use as is, has new tires, dual sidemounts, wire wheels. Color is buff on the body, beaver fenders, orange wheels and striping. Best offer or will trade. R.P. Nicholas, Stonebridge, Chadds Ford, Penn. 19317 215-459-8888

1933, KB parts as follows, two dist. caps, 12 Mazda headlight bulbs, 1 knob for tool box (fender opg., refinished), 1 tool box for under right front fender, 1 lock for tool box, two sets of points, 1 rotor, 1 rocker panel nut wrench, 1 windshield wiper control knob, two Auto Lite serial no. plate blanks, two rubber couplings for water pump drive shaft, two fuel pumps. These parts are F.O.B. Phoenix and subject to prior sale. Glenn H. White, 2850 East Cochise Road, Phoenix, Arizona 85028 602-971-9144

1934 KA sedan, a fine original and unrestored Classic, with sidemounts, trunk rack and trunk, and rare factory free-wheeling which was installed as an option on only a few KAs. (Ed note: I thought all Ks had free-wheeling??) Absolutely no rust nor rot anywhere. The paint and upholstery are good which makes it a presentable Lincoln to enjoy or would make a quick and easy high point restoration. It is a fine tour car with lots of go and factory vacuum assist power brakes for good stopping power. Harrison P. Bridge, 50 Fernwood Road, Chestnut Hill, Mass. 02167

1936, both engine blocks-standard bore-formerly cracked from freezing but not into cylinder walls, now properly welded and functional. Twelve original standard pistons and twelve brand new Jahns pistons- .030 oversize with pins and a complete set of new rings (all in original wrappings). Will sell as one lot only. I am asking \$450.00 and I will pay the shipping. George N. Strausse, 2120 37th Street, Rock Island, Ill. 61201 309-788-6887 evenings

WANTED

1921, needed for Phaeton, front bumper, and a complete 23" Kelsey rim and locking ring. James A. Grundy, Taraforde, Norristown Road, Ambler, Penn. 19002 215-628-3100

1923, need radiator shell and shutter assembly-complete and also, rad. core. Will buy outright or trade 1924 complete assembly. Kenneth Vaughn, 1524 Stone Canyon Road, Los Angeles, Calif. 90024 213-395-1785 days, 213-476-2912 evenings and week-ends.

1925, arm for left side taillamp, rear license plate holder-Trilin, cable housing and wire assembly for fuel gauge, dust cover for right side spring shackle-fixes on top of engine dust pan-and 7 brass bolts for same. Peter Harris-Mayes, Waimarino, Manor Ave., Deal, Kent, England

1925, need an accessory dogbone radiator cap, original windshield wiper motor, "T" fitting for firewall (joins oil line to the oil filter for 1928 style filter), have a 1926 speedometer (no clock) to trade or will sell. Steve Lehto, 857 Sydnor Dr., Campbell, Calif. 95008 408-371-5392

1926, need a drum headlamp, sidemount locking unit for 1926-27, right sidemount arms for 1926-30 wood wheel, 21" Buffalo Wire Wheels, roadster or coupe deck lid handle for 1926-30, 1925-26 battery box door, front bow hold downs. Hugh Nutting, 412 Boyd Street, Golden, Colo. 80401 279-5299

1927, need any body parts open or closed, or will buy parts car, or what have you?.. Reward for information leading to purchase. Del Voegelé, 1138 North 81st, Seattle, Wash. 98103 206-522-3940

1929, Locke Phaeton, need rear courtesy light-between robe rails, also full set (or any part) mint wire wheel hub caps. Have perfect earlier small base greyhound to trade for 1929 greyhound. Ted Ongena, 2145 South Lapeer, Mi. 48446 313-664-4820

Wanted, trunk with or without fitted cases for Model L. J.M. Harlan, 4800 Edgewood Drive, Richmond, Ind. 47374 317-966-1891

1934, need a good trunk rack. Chas. Chrisman, 1915 Humboldt South, Minneapolis, Minn. 55403 612-377-2478

1934, need a contoured bumper bolt, cigarette lighter (center section), front license plate frame, inside door handle, and windshield wiper motors. Robert Vann, 412 Declaration Road, Virginia Beach, Va. 23462 497-5902

1934, KA, Sedan needs front fenders with wells, parking lights, air cleaner/silencer ass'y, hub caps, fuel pump, right hand side windshield wiper motor, front bumper, interior window shade hardware, horns, two high speed air bleeders for carburetor, right hand engine pan, and a fuel gage bezel and face. J.M. Reynolds, 21260 Plattsburg Drive, Southfield, Mich. 48075 313-356-2057

1936, need both horns, right horn bracket, gearshift knob, one taillite lens, two wheel lug nuts, rear bumper end caps, N.O.S. valve spring seats and valves. Raoul C. VonRichter, 4661 Benbow Ct., Concord, Calif. 94521 415-687-1985

1938, need six wire wheels, taillight lens, Owner's Manual, and Service Manual. Can anyone give me information on the pinstripping for a 1939 Brunn Touring Cabriolet? Paul J. Loree, M.D., 1914 Colvin Boulevard, Tonawanda, N.Y. 14150 833-1230

1939, need a carburetor, generator, waterpump/oil cooler, clutch & brake pedal pads, hood ornament, comp. gasket set, and any repair or parts books. Robert E. Diehl, 8502 Centralia, Dearborn Heights, Mich. 48127 313-278-6826

Wanted any or all F&B prior to Sept/Oct. '74. Also, looking for a car similar to the Asst. Ed. of L.O.C. as featured on page one of the Sept/Oct. '74 F&B, or a town car as on page 6 Sept/Oct '75 F&B (upper right photo). Ron Foertch, 330 Nedward Ave., Eastwood, N.J. 13206

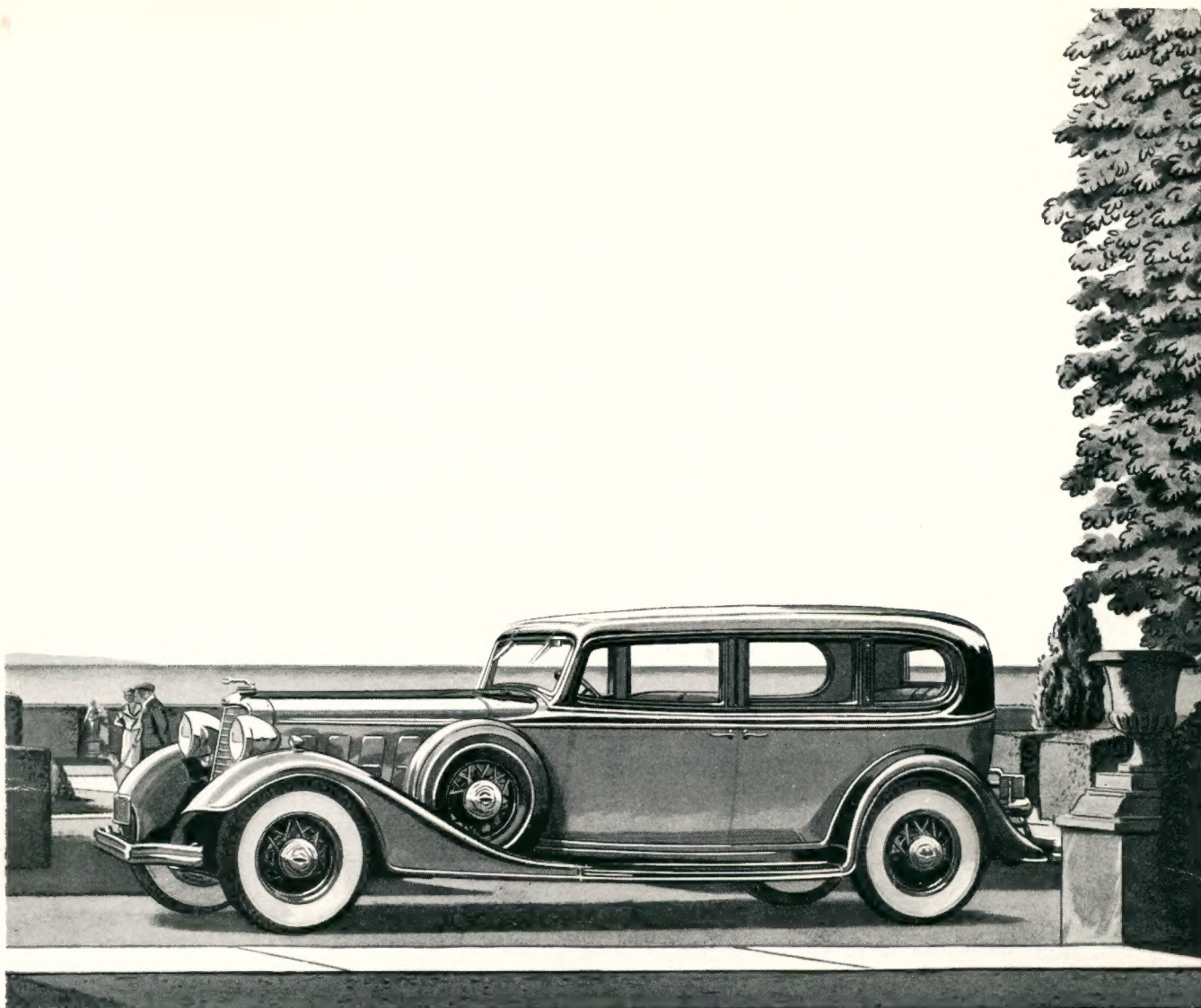
ADS. ARE FREE TO MEMBERS. To avoid error, please print or type your ad. including your name, full address, zip code, telephone number with area code, and mail to Joe Hordubay, Oldfields School, Glencoe, Maryland 21152. Club policy limits ads. to Lincolns (except Zephyrs and Continentals) up to 1940.



"Like, man, I live here!"



"Don't believe it, Herbie, the desert is full of mirages!"



THE SEVEN-PASSENGER SEDAN

The **LINCOLN**

A WORD, a gesture, the inflection of a lovely voice are scarcely more revealing than some material possessions. A Lincoln, glimpsed across an Autumn terrace or drawn up at the door of a couturière's, can confirm unmistakably an impression of elegance. This, truly, is a patrician vehicle. . . . A swift, powerful car, which wears an authentic beauty, the Lincoln is so singularly well-made that it will function smoothly and loyally for years—as nearly perfect a motor car as humans can build. And it is a thoroughly safe car; under the most trying road conditions, or up incredible hills at an incredible pace, you ride in comfort and security. The new Lincoln V-12 cylinder engine, developing 150 horsepower, is declared the finest that Lincoln engineers have yet designed. In two wheelbases—standard and custom-built body types.

1934